



Pages of Progress

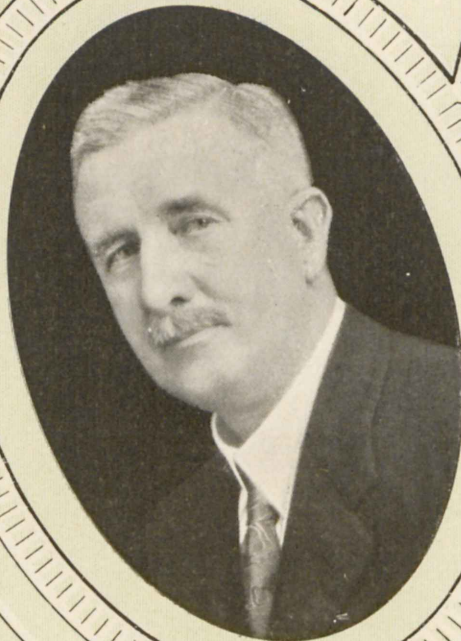
WITH THE COMPLIMENTS OF
THE MINISTER FOR TRANSPORT
COMMISSIONER FOR RAILWAYS
COMMISSIONER FOR MAIN ROADS
AND STAFFS



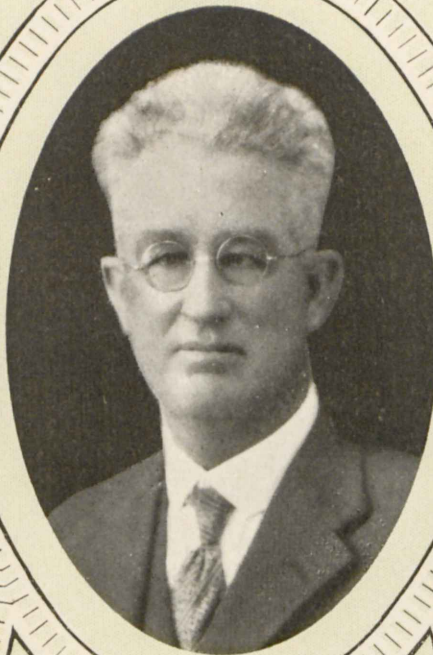
Pages
Progress

1931





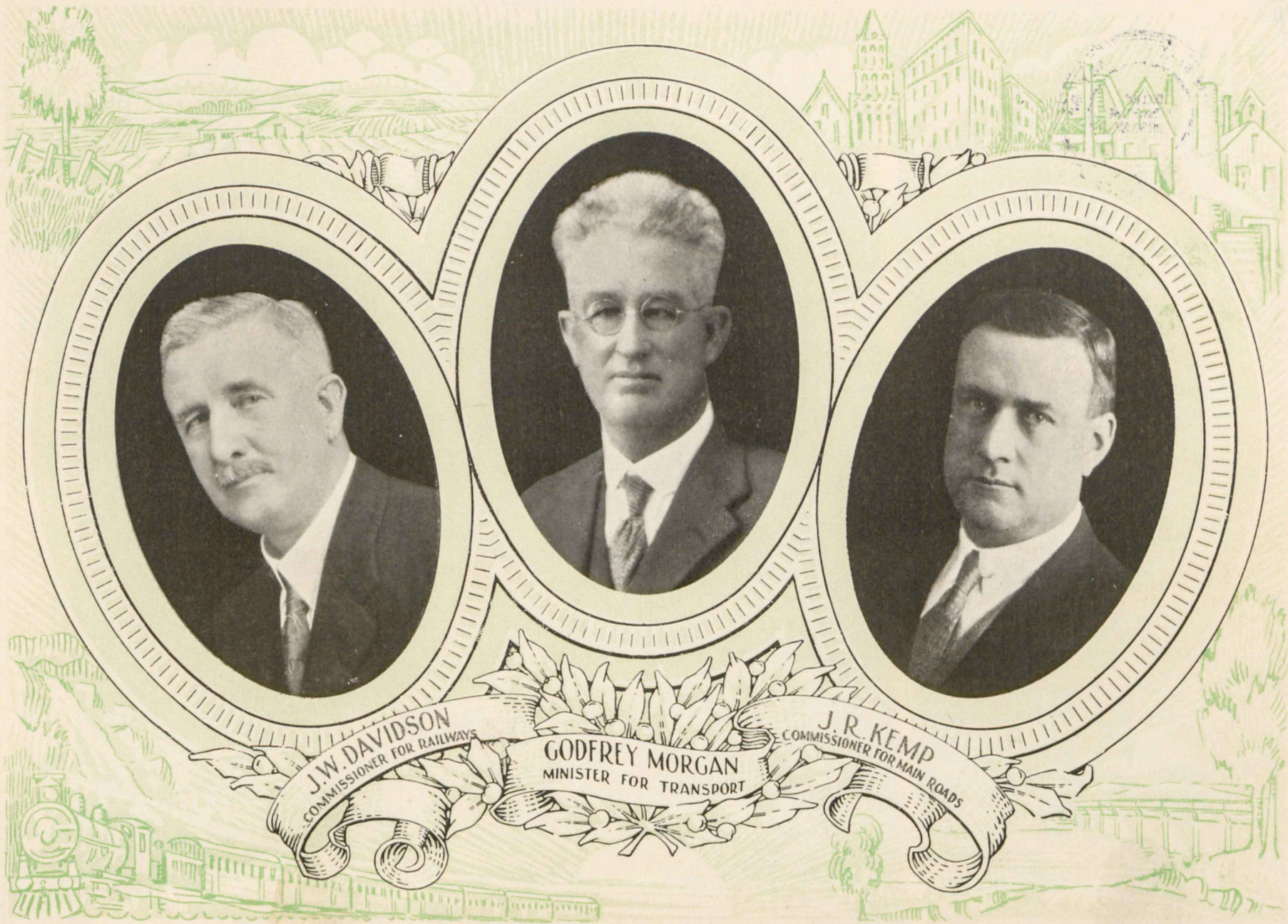
J.W. DAVIDSON
COMMISSIONER FOR RAILWAYS



GODFREY MORGAN
MINISTER FOR TRANSPORT



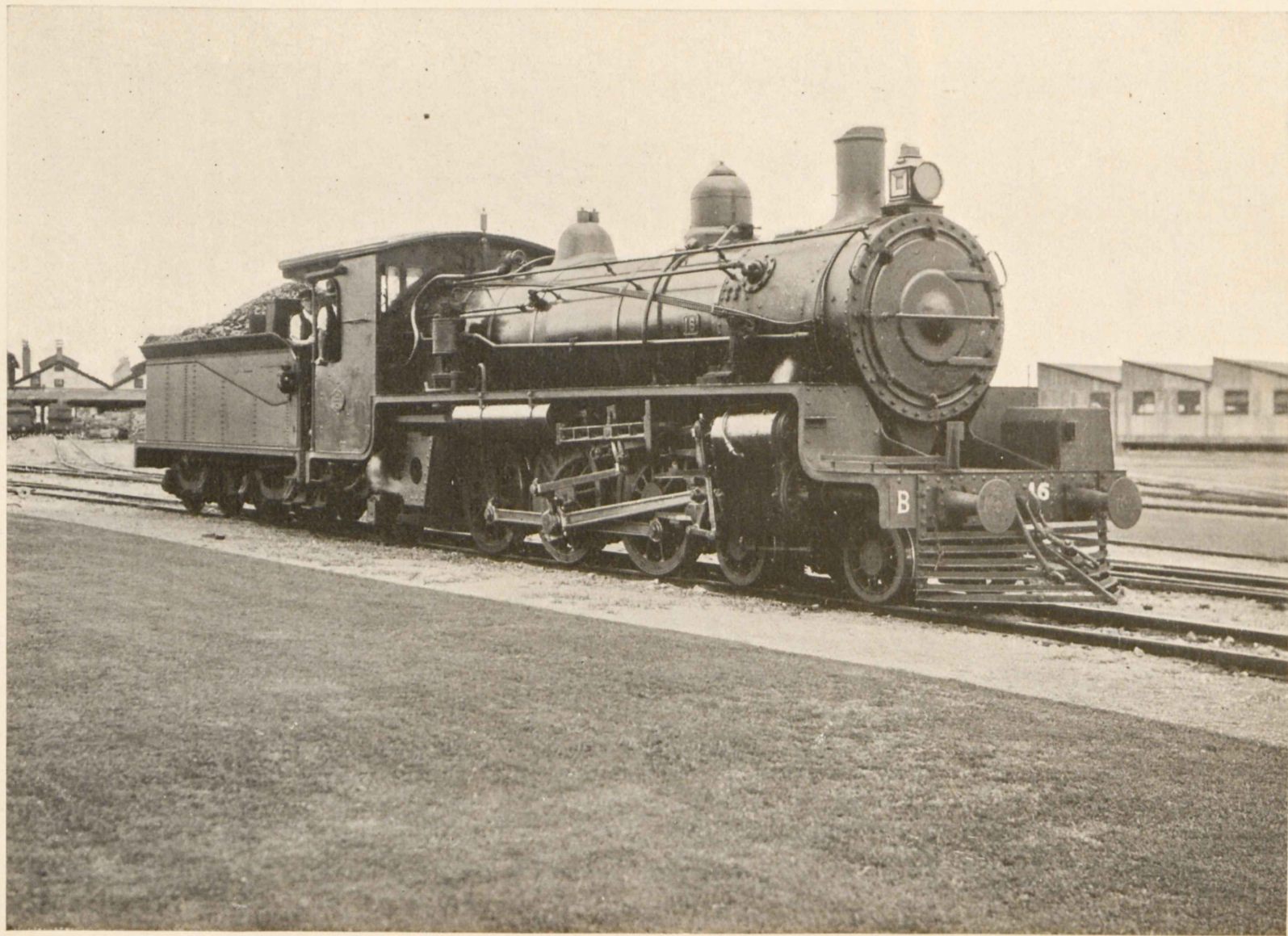
J.R. KEMP
COMMISSIONER FOR MAIN ROADS



LOCOMOTIVE CLASS B18 $\frac{1}{4}$

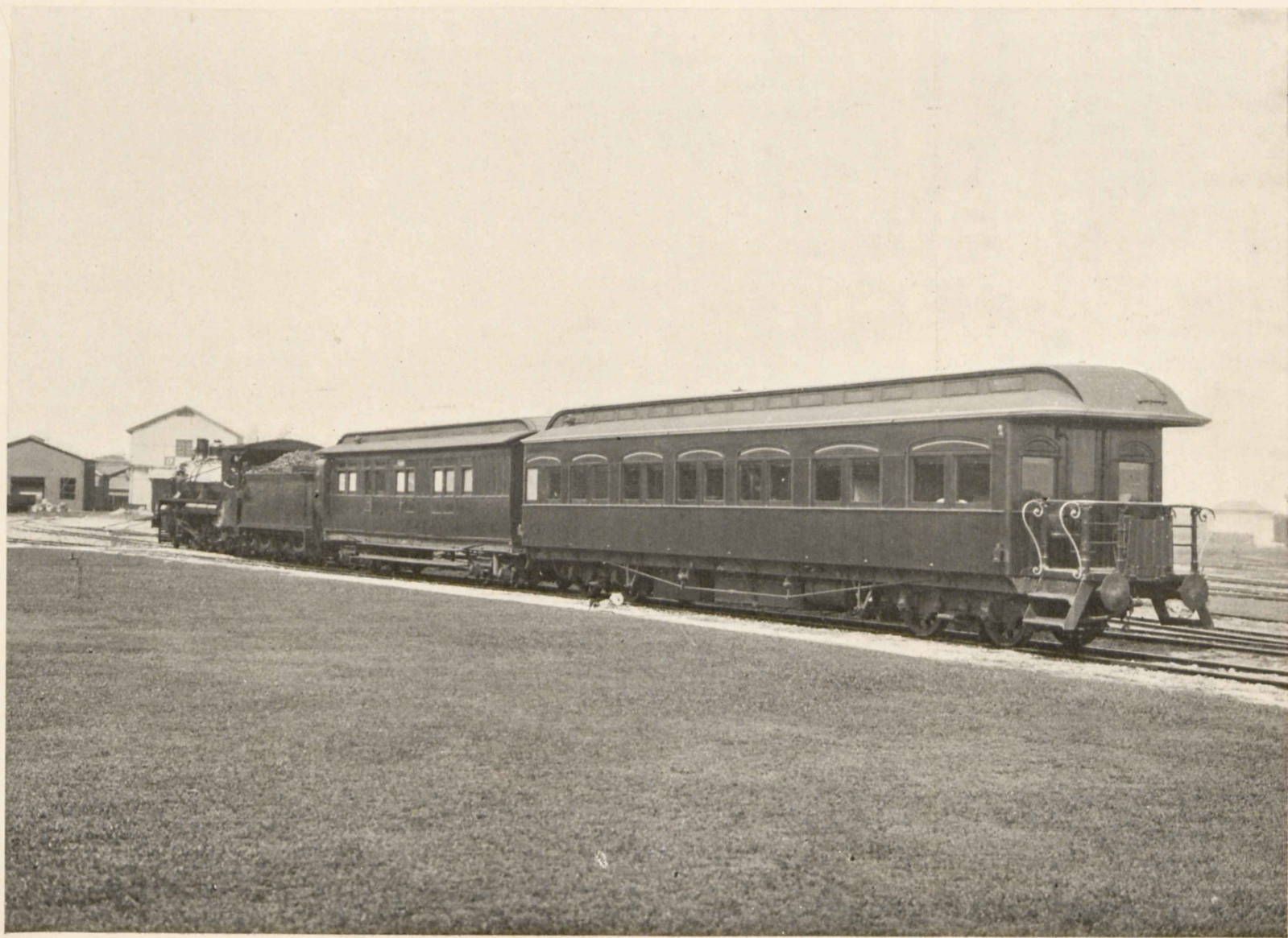
This type of engine has been introduced to meet the demand for increased hauling power and greater speed. It is a pleasing example of the successful combination of power and beauty in modern locomotive construction, and embodies many interesting features. Designed and built in the Ipswich Workshops, the engine constitutes the latest addition to the locomotive stock of the Queensland Railways.

Traction Effort	-	-	20,062 lb.
Cylinders	-	-	18 $\frac{1}{4}$ inches.
Weight	-	-	90 tons.



VICE-REGAL TRAIN

This train, consisting of two cars, is a self-contained unit with facilities for day and night travel. The observation car contains a lounge, dining saloon, bedrooms and bathroom. The kitchen car is equipped to provide complete dining service, and includes kitchen, pantry, refrigerator, and accommodation for attendants.



DOMESTIC SCIENCE CAR

Co-operation between the Departments of Railways and Public Instruction has resulted in the provision of these cars for use in small centres and sparsely settled areas. Equipped with the necessary facilities for instruction, and accompanied by qualified instructors, they are moved from place to place, remaining in each centre long enough to permit of an intensive course of tuition. Children and adults in the most distant places served by the railways may now enjoy the benefits of scientific training in home management.



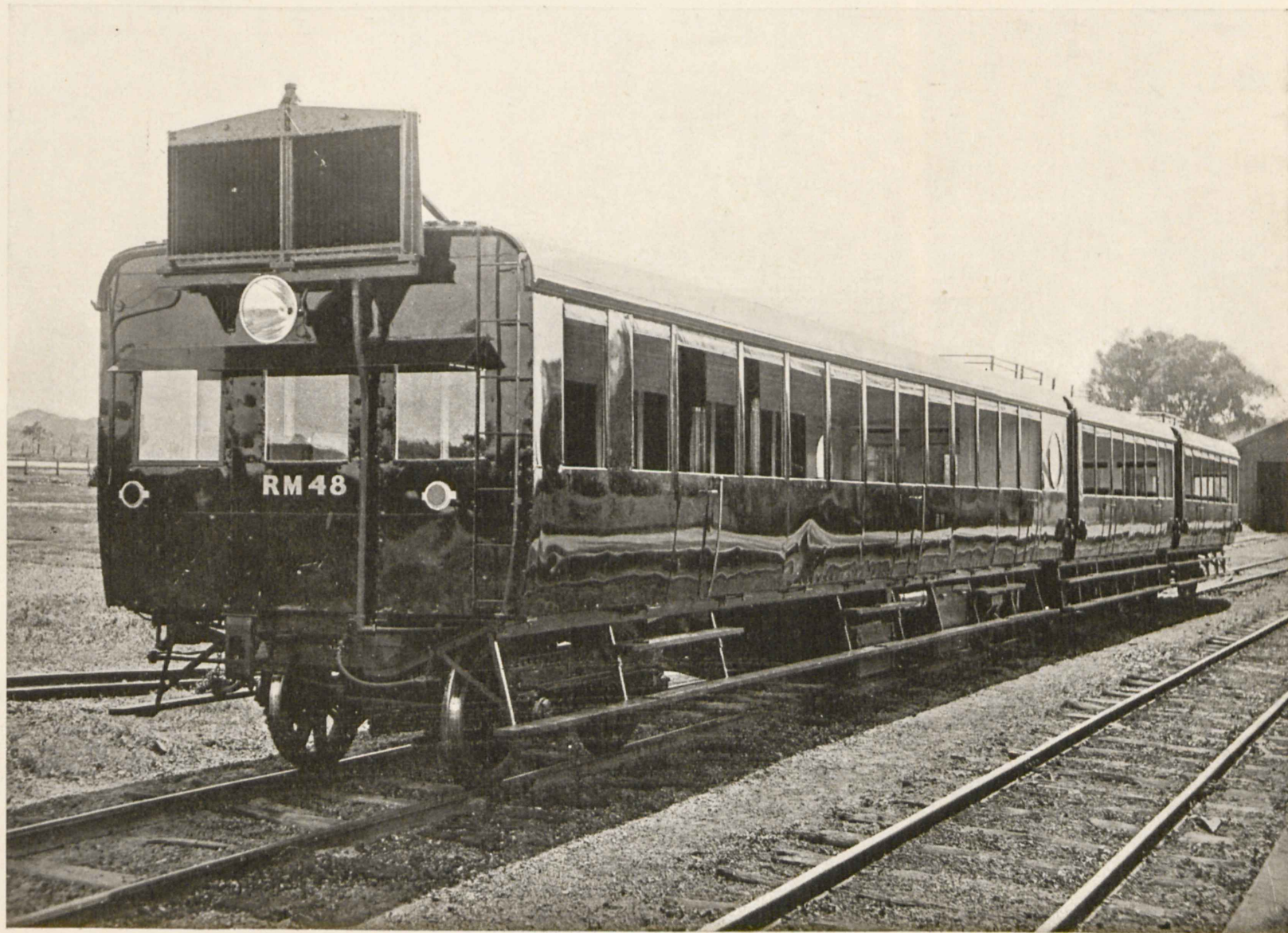
MANUAL TRAINING CAR

The facilities provided for girls in the outback districts of Queensland find their complement for boys in the provision of this Manual Training Car. It is provided with benches, tools, forge, and cupboards for individual use, and is accompanied by an instructor qualified to impart tuition in carpentry, blacksmithing, leather work, etc. The domestic science and manual training cars have proved a boon to students of both sexes and are deservedly popular.



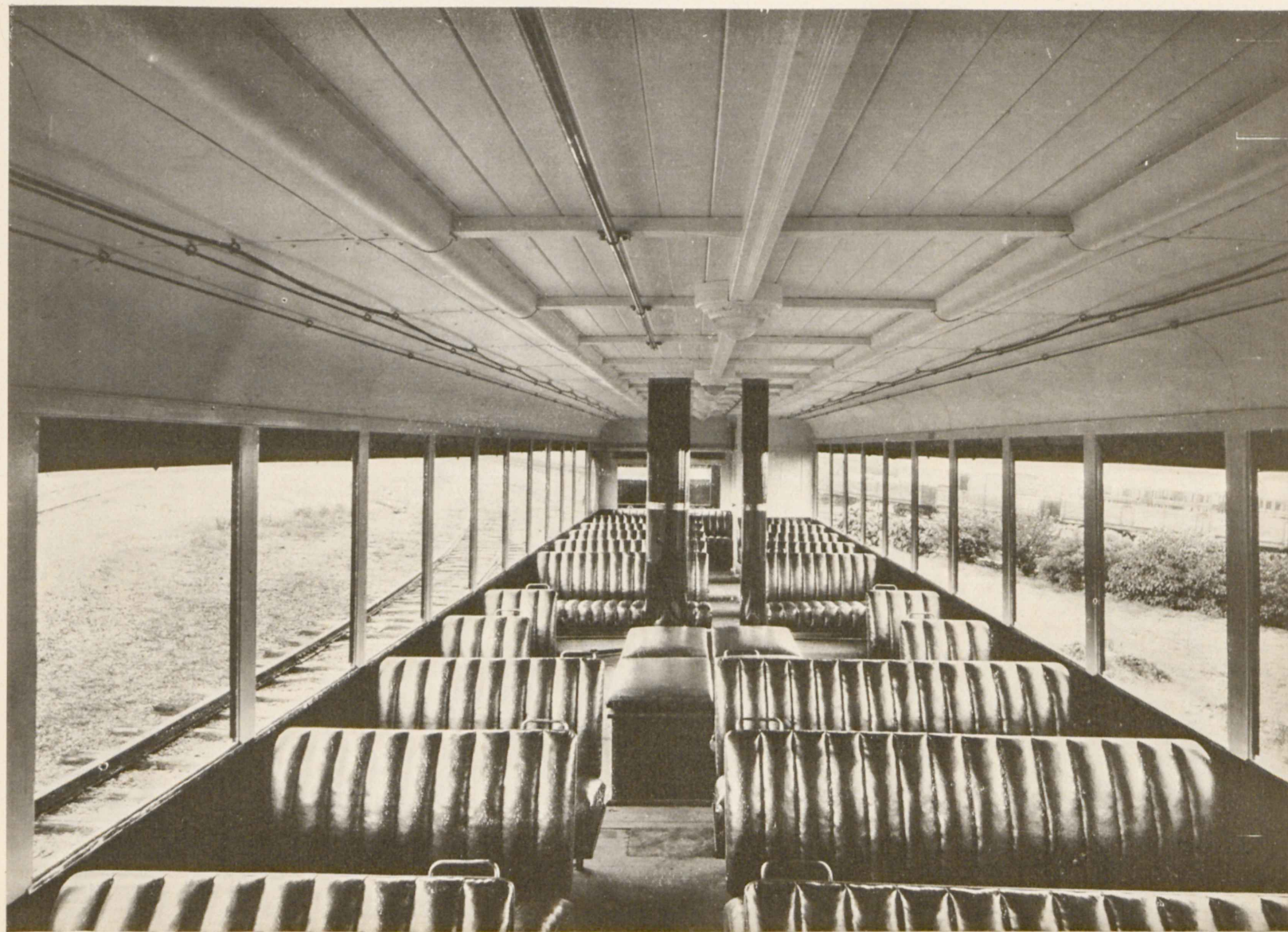
RAIL MOTOR CARS

The competition of road motor vehicles, has seriously affected railway business on branch lines, but it is now being successfully countered in many districts by the introduction of petrol-driven rail cars. A considerable number of these vehicles now operate in various parts of the State, and provide fast and comfortable travel where previously the service was slow and inconvenient. The illustration shows the most powerful type of vehicle with an engine of 150 horse power, capable of hauling two trailers and carrying 137 passengers.



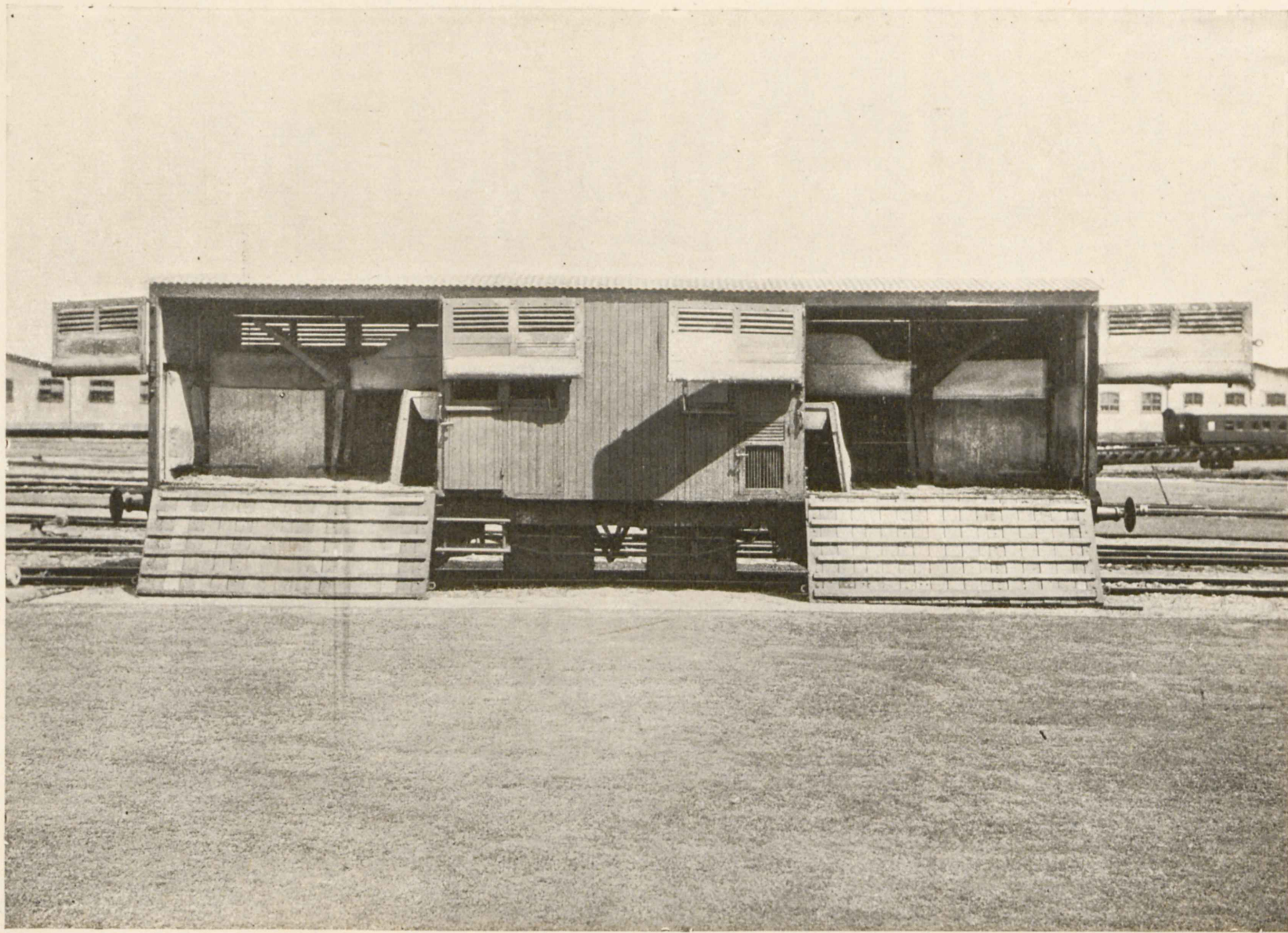
RAIL MOTOR CONSTRUCTION

In adapting the road motor car to the Queensland Railways, an effort has been made to retain the appearance and attractive features of the road vehicles. Pleasing lines, comfortable seating accommodation, and ample window space are included in the various types of cars, all of which, with the exception of the power units, have been constructed at Ipswich Railway Workshops. The photograph shows the interior of a car of 150 horse power.



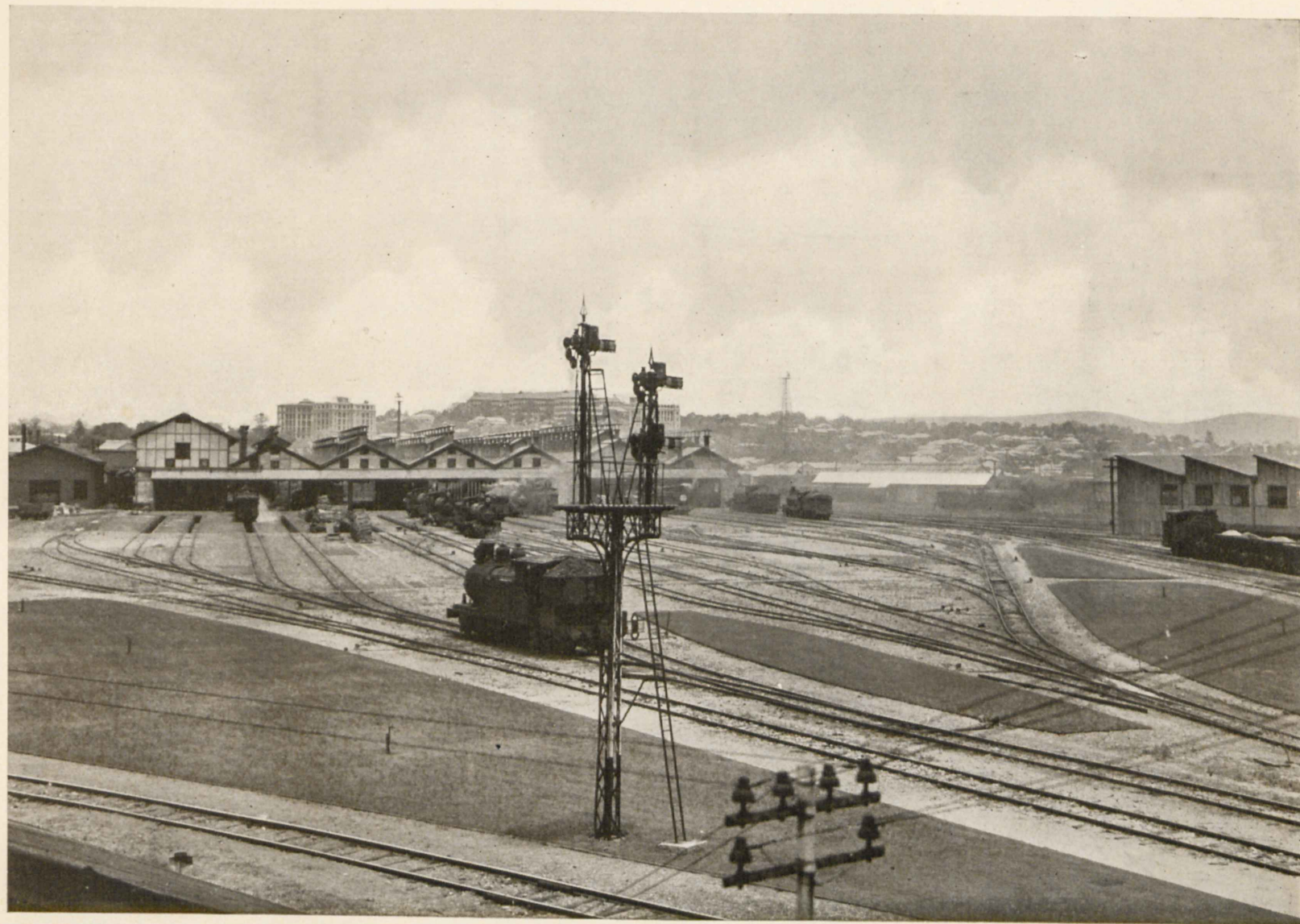
IMPROVED HORSE BOX

The illustration shows a new type of horse box recently constructed for use on fast passenger trains. It is electrically lighted, and contains stalls for six horses, also accommodation for attendants. Prior to the introduction of this type of vehicle, the transportation of horses over long distances was confined to slow goods trains. The new horse box, filled as it is with carriage bogies and underframe, permits quicker and smoother transportation of valuable animals.



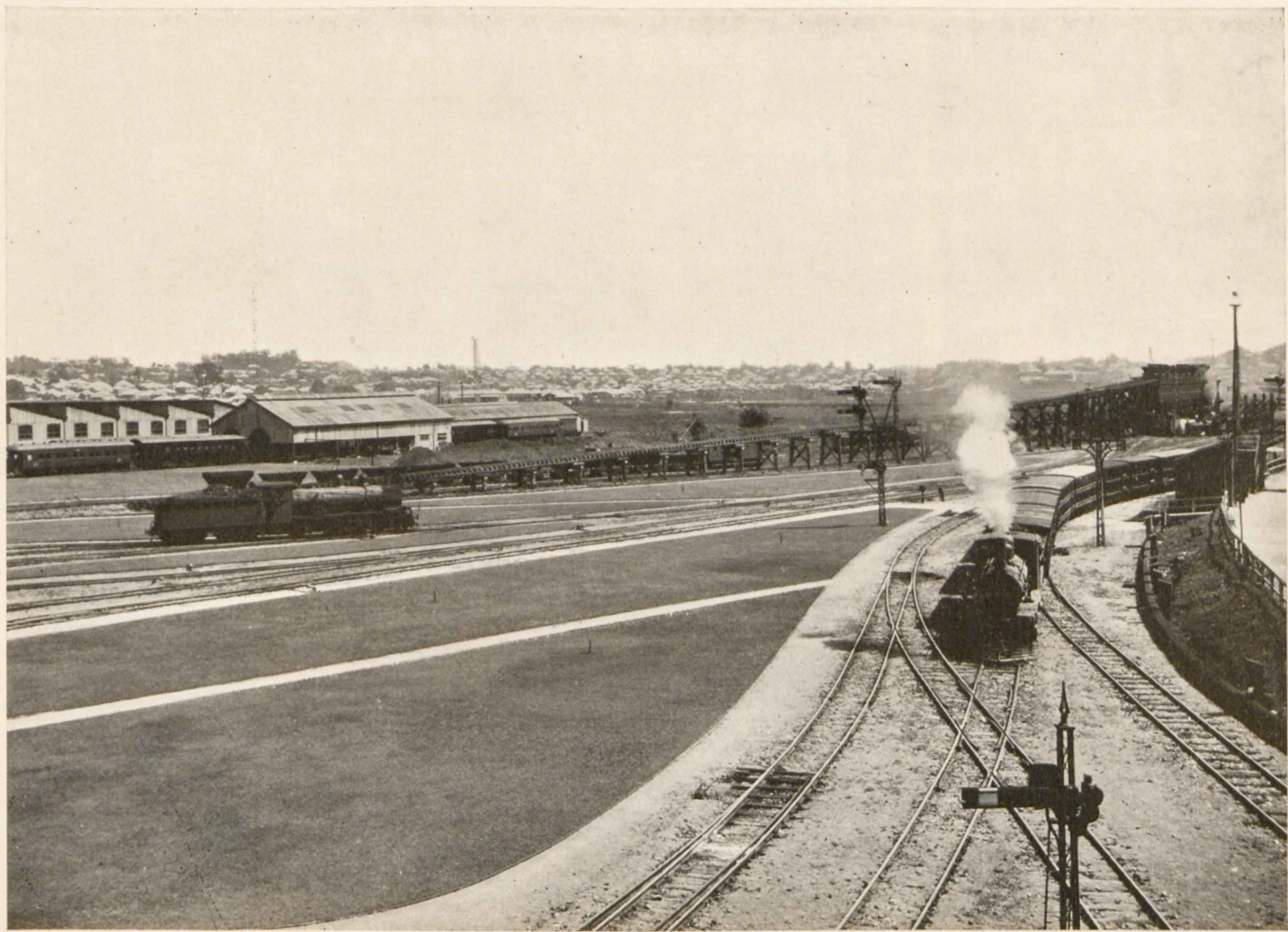
LOCOMOTIVE DEPOT—MAYNE JUNCTION

The decision to transfer the locomotive and carriage depots from Roma Street to Mayne Junction, provided an opportunity to erect modern sheds and install improved equipment. The photograph shows the locomotive shed and approaches. Ample space is provided for the stabling and cleaning of engines, and the shed itself provides cover for fifty locomotives. A repair workshop with travelling cranes and modern machine tools is included in the depot.



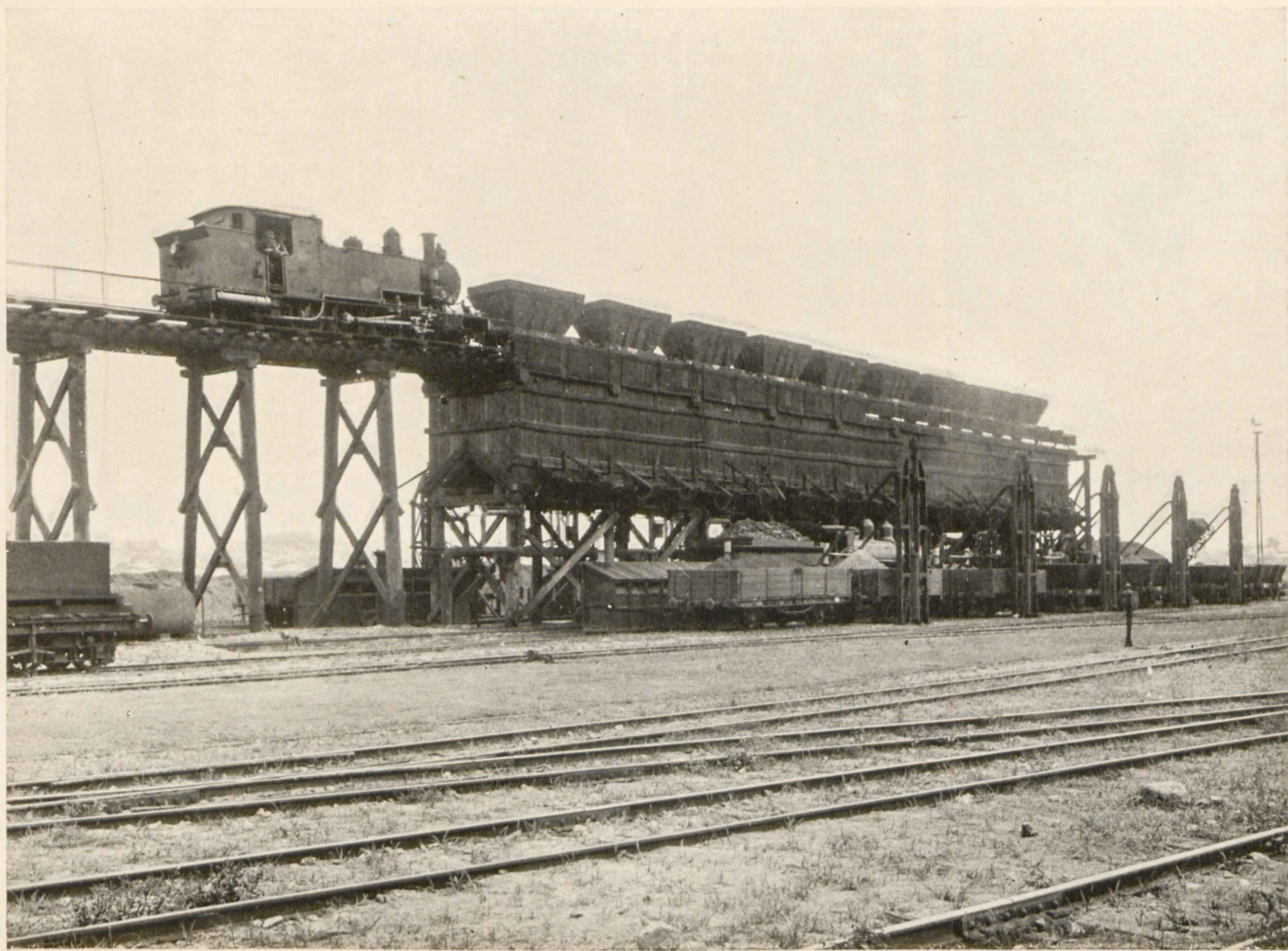
CARRIAGE DEPOT—MAYNE JUNCTION

The new carriage shed at Mayne Junction (a portion of which is seen on the left of the picture) covers 12 roads, and is 500 feet in length. It provides accommodation for 120 carriages, and is equipped with up-to-date facilities for the cleaning, watering, repairing, renovating, and fumigating of passenger rolling stock. Drab surroundings are usually associated with railway depots, but here the grass lawns relieve what otherwise would be a depressing environment. As a means of inculcating pride in the depot, this beautification scheme has been most successful, and the trim well-kept appearance of the lawns is reflected in the general appearance of the rolling stock and yards.



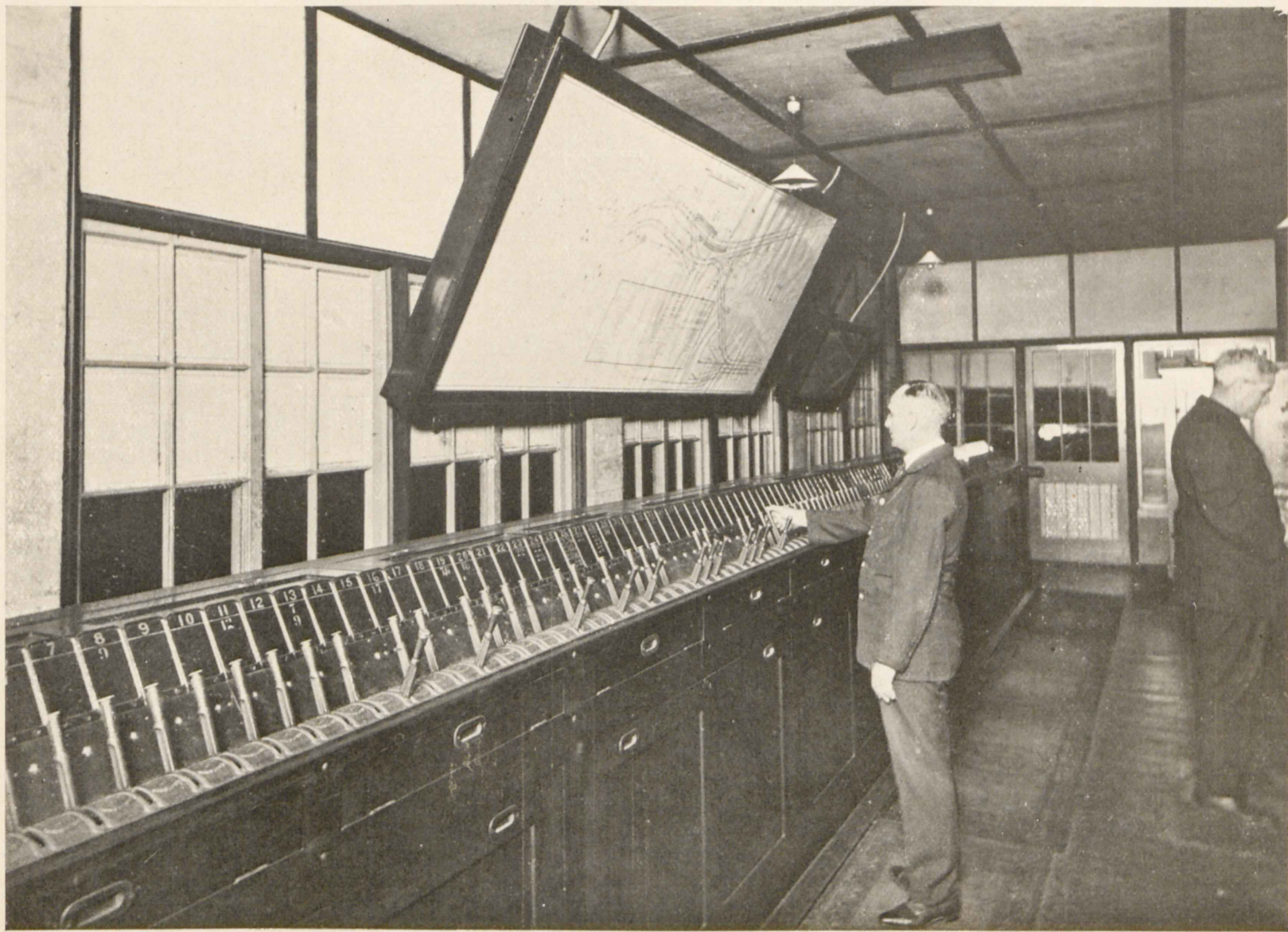
COAL STAGE AND ASH HOISTS— MAYNE JUNCTION

This stage is representative of coal stages now provided at the principal locomotive depots throughout Queensland. It eliminates manual labour in the discharge of coal from wagons to engine tenders, the operations of transferring coal from trucks to stage and stage to tenders being performed by gravity. Considerable economy in labour costs has been achieved by its adoption. At Mayne Junction further savings have been effected by raking out engine fires over pneumatically-operated hoppers which lift the ashes and deposit them in wagons.



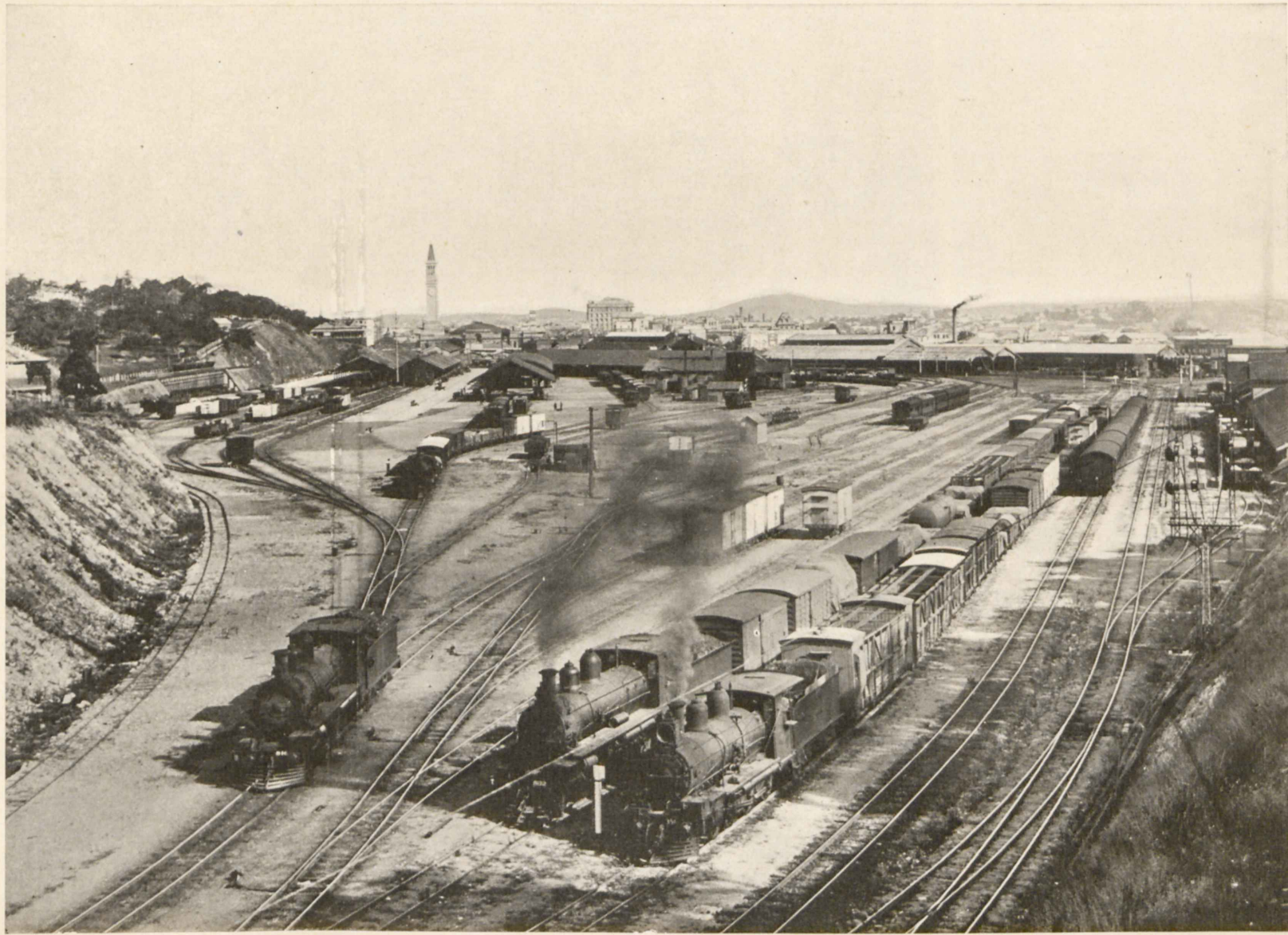
SIGNAL CABIN—MAYNE JUNCTION

In this electro-pneumatic cabin, the signalman, by the simple manipulation of miniature levers, controls 71 signals and 72 points, some of which are more than a mile distant. Five ordinary cabins with 220 levers requiring much physical exertion would have been needed to equal the range and capacity of this modern machine, practically the whole of which was manufactured in Brisbane. Power for operating the frame is generated below the cabin. Over 9,000 feet of main cables, and 250 miles of wiring are included in the interlocking equipment.



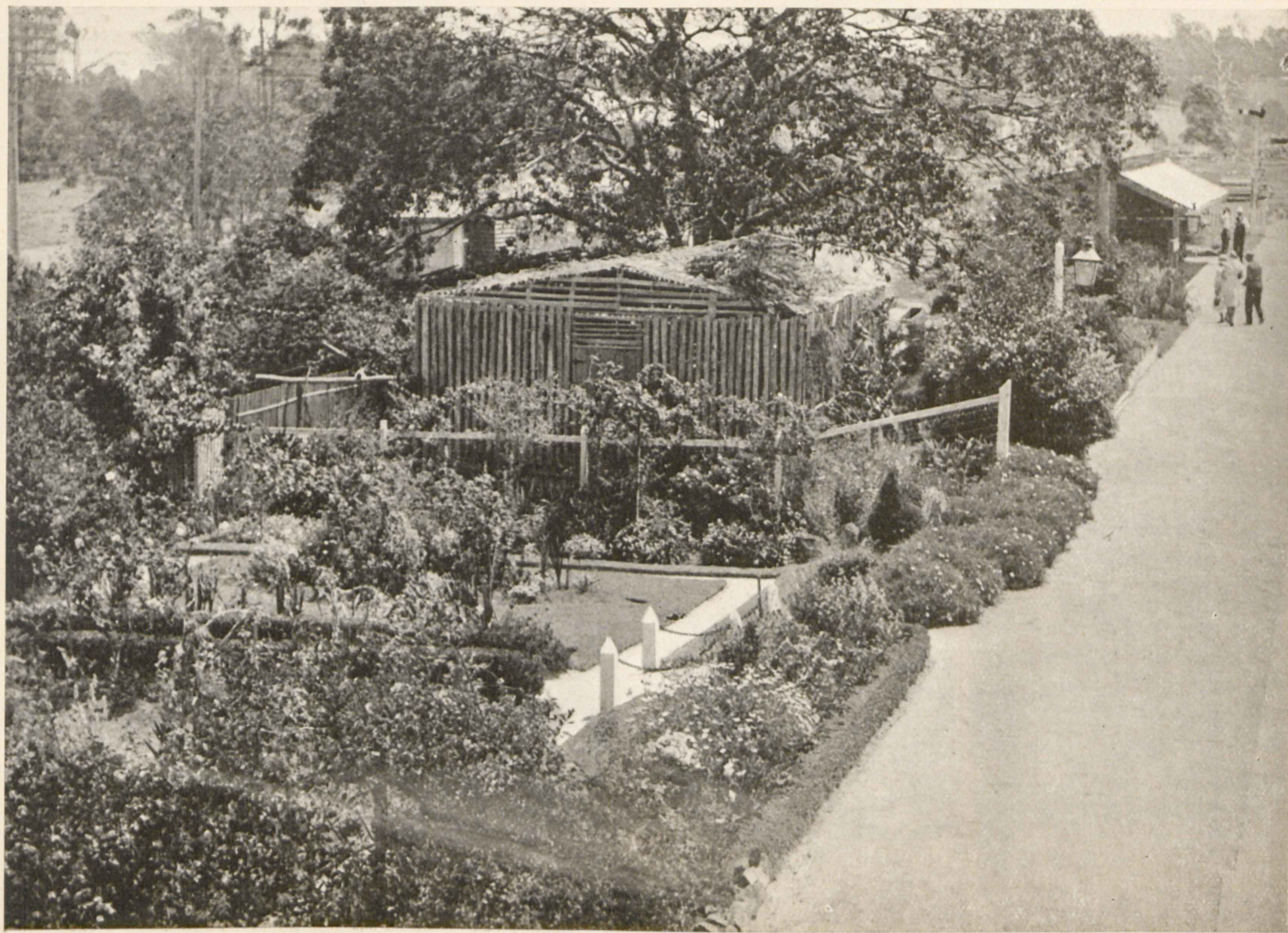
NEW GOODS YARD—ROMA STREET

The photograph illustrates the transformation effected by the removal of the locomotive and carriage sheds from Roma Street to Mayne Junction. On the site once occupied by those buildings an extensive goods and marshalling yard has been provided with modern facilities for the quick handling and despatch of goods. The yard contains approximately thirteen miles of sidings and a gravity stage for convenient and economical delivery of coal to consignees. A beautification scheme is included in the re-arrangement.



STATION GARDENS

Even a railway station may become a thing of beauty in the hands of the keen horticulturist, and the garden at Narangba is an achievement of which the station staff may be justly proud. It is representative of many attractive station gardens in various parts of the State, and indicates that the desire for beauty is not lost even in this utilitarian age. The garden competitions, held annually, provide the incentive for much healthy rivalry amongst railwaymen, and are responsible for a marked improvement in the general appearance of station premises.



SELLING SCENERY AND SUNSHINE

Much activity has been displayed by the re-organised Tourist Bureau in bringing the tourist attractions of Queensland prominently before the people of Queensland and the Southern States. The Brisbane show window depicted in the illustration is representative of several attractive displays, which have been featured in the Bureau's own premises, and those of other State Bureaux in the Southern capitals. These and other advertising efforts materially assisted in securing a considerable tourist traffic to Queensland during the recent winter season, notwithstanding the general depression.



TOURIST BUREAU PUBLICITY

Cinema screens, newspapers, pictorial journals, display windows, posters, and illustrated literature were included in the media used by the Tourist Bureau in the Southern States and New Zealand to attract tourists to Queensland during the recent winter season, but none created so much interest as the large pictorial hoardings illustrated opposite. These occupied prominent positions in Melbourne and suburbs, and in the principal cities of New Zealand, and received favourable comment from many visitors.



REDISCOVERING QUEENSLAND

The development of new tourist resorts has received an impetus through the activities of the Tourist Bureau, and satisfactory progress has been made in organising services to islands along the Great Barrier Reef. The photograph reproduced on the opposite page was taken from Lindeman Island, a resort rapidly growing in popularity and one which has been the base for several organised tours for visitors from the South. Magnificent seascapes, exquisite coral gardens, fishing, bathing, boating and cruising are numbered amongst the attractions of this delightful region.



QUEENSLAND'S TROPICAL APPEAL

This view on the road to Mount Tamborine typifies the impressive beauty of Queensland tropical forests. Such scenery may become commonplace to Queenslanders, but it has an irresistible appeal to visitors from beyond our borders. It is well known that things curious and unusual have a peculiar fascination to tourists, and the unique attractions of tropical Queensland and the Great Barrier Reef are receiving special publicity in other States and overseas. These priceless assets will appreciate as the years go by, and the Bureau is seeking the co-operation of interested bodies to protect them from the destroyer.



PALMWOODS—MONTVILLE ROAD

This road serves a fruit growing area on the Blackall Range which rises to a height of 1,300 feet. It replaces an old route which had dangerously steep grades. The double loop, part of which is shown, was necessary to obtain a satisfactory gradient, and avoid unsound road making country in reaching the objective saddle in the range. The bituminous penetration macadam road carries to Palmwoods Station the fruit from the above area and the mountain sides which have been developed by the road. It serves as a popular tourist route.



WOOMBYE—MAROOCHYDORE ROAD

View from the Woombye-Maroochydore Road, North Coast District, showing pineapple and banana cultivations. In addition to these crops the district produces sugar-cane and citrus fruits, the Montville orchards being famous. The whole area is one of the finest tourist districts in the State, comprising as it does mountain and seaside resorts easily accessible from one another.



WOOMBYE—MAROOCHYDORE ROAD

View of the Woombye-Maroochydore Road. While serving the fruitgrowers in the cartage of their produce to the railway, it affords easy access to the fine watering place on the Main Pacific Ocean, at the mouth of the Maroochy River. This road is directly connected to the Palmwoods-Montville Road leading to the fruit-growing areas on the Blackall Range.



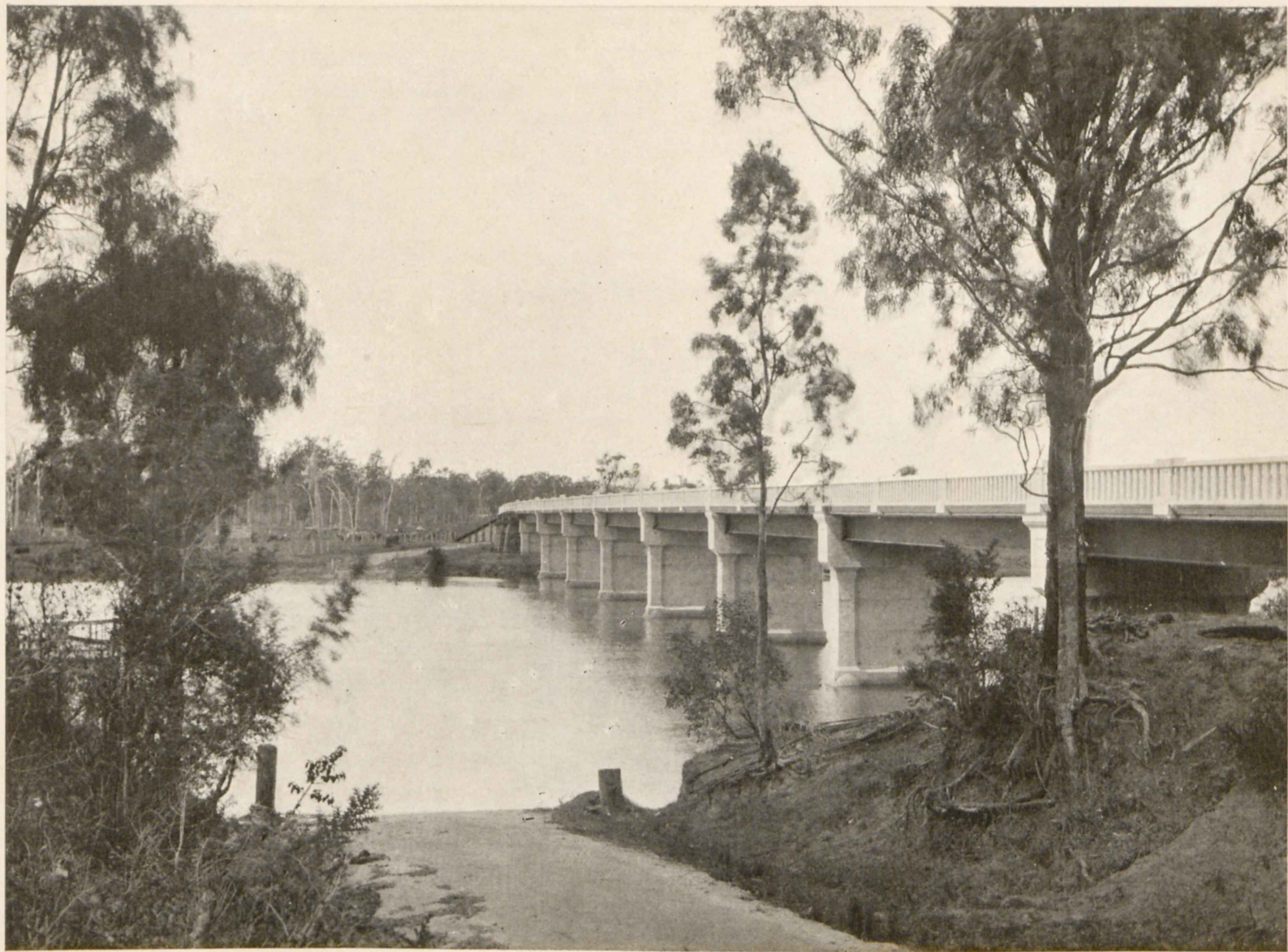
MAIN GYMPIE ROAD

Concrete pavement, Main Gympie Road, on the South Pine River flats, near Strathpine. This portion of the roadway is about half a mile in length, and is subject to flood action. It has been found by actual measurement that at the present rate of wear, and under present traffic conditions (approximately 800 vehicles per day) the pavement would lose, on an average, one inch in 250 years.



MAIN SOUTH COAST ROAD

Timber, steel, and concrete bridge over the Coomera River, on the Main South Coast Road, about 36 miles from Brisbane. This bridge consists of 8 spans 62 feet in length of concrete roadway resting on rolled steel girders, and 6 spans 27 feet in length of timber. The roadway is 20 feet wide between kerbs. The bridge replaced a ferry whose limited capacity often caused long delays to motor traffic. Special attention was paid to the aesthetic in the design of this bridge.



LEICHHARDT STATE HIGHWAY

View on the Leichhardt State Highway (Taroom-Wandoan section) which serves pastoral areas, and leads from the Central West towards the Darling Downs. Much of the country traversed by this highway is similar in character to that shown in the above picture, but at the present time is used chiefly for grazing. Since the eradication of the pear by the agency of the cactoblastis, the grasses are increasing the carrying capacity of this extensive belt of country.



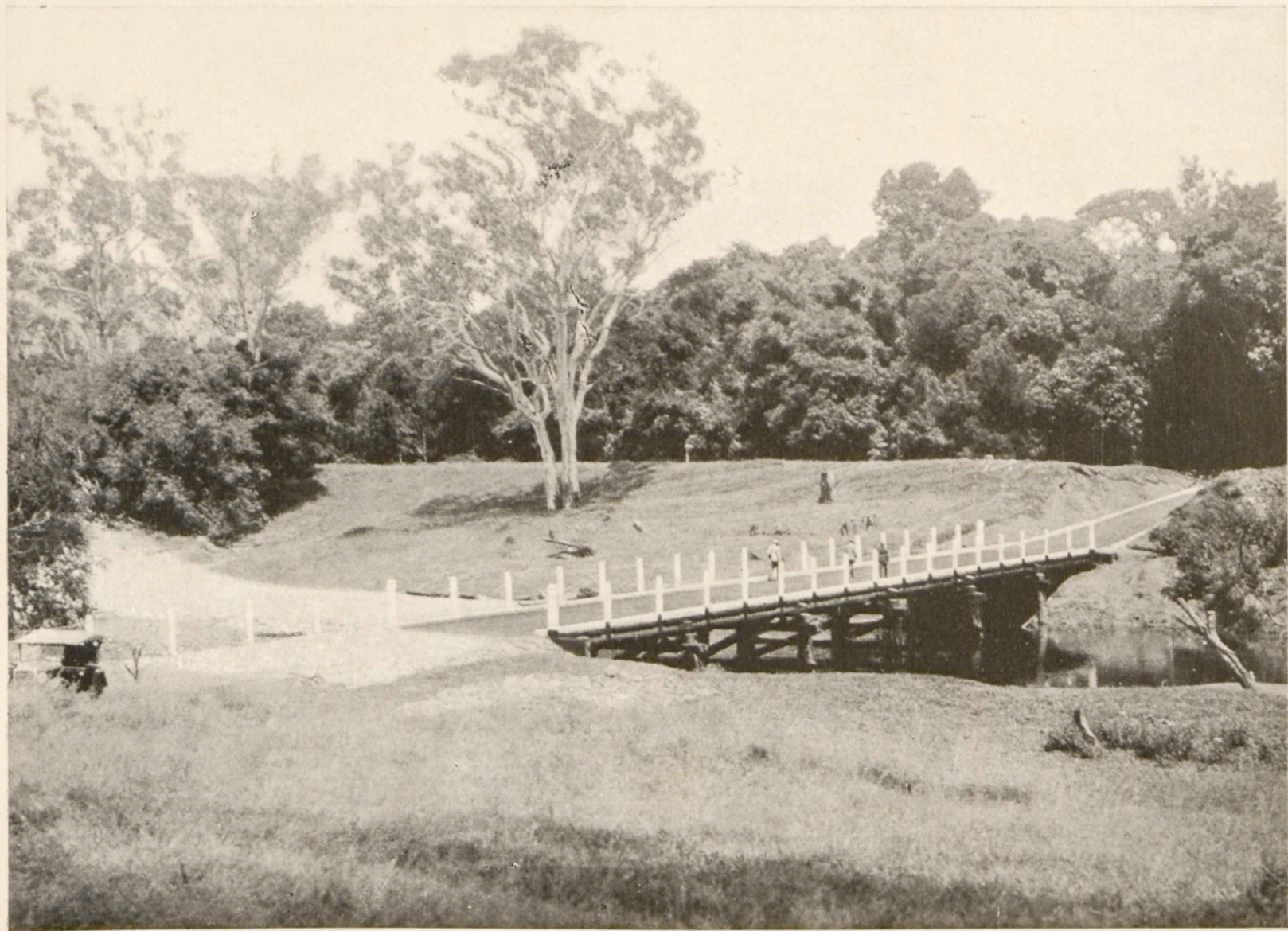
BURNETT STATE HIGHWAY

View at Porter's Gap on the Darling Downs-Burnett State Highway. This Highway connects the Dalby and Kingaroy Districts, and is promoting a great interchange of trade between the two areas, notably in maize and cream. In addition, it has promoted the opening up of large scrub areas on the western side of the Dividing Range.



GIN GIN—MIRIAM VALE ROAD

Low-level Bridge over the Kolan River on the Gin Gin-Miriam Vale Road, illustrating typical timber-bridge construction carried out under the Main Roads Acts. The road passes through rich pastoral areas, and before the erection of this bridge traffic was often interrupted for weeks by flood waters during the wet season.



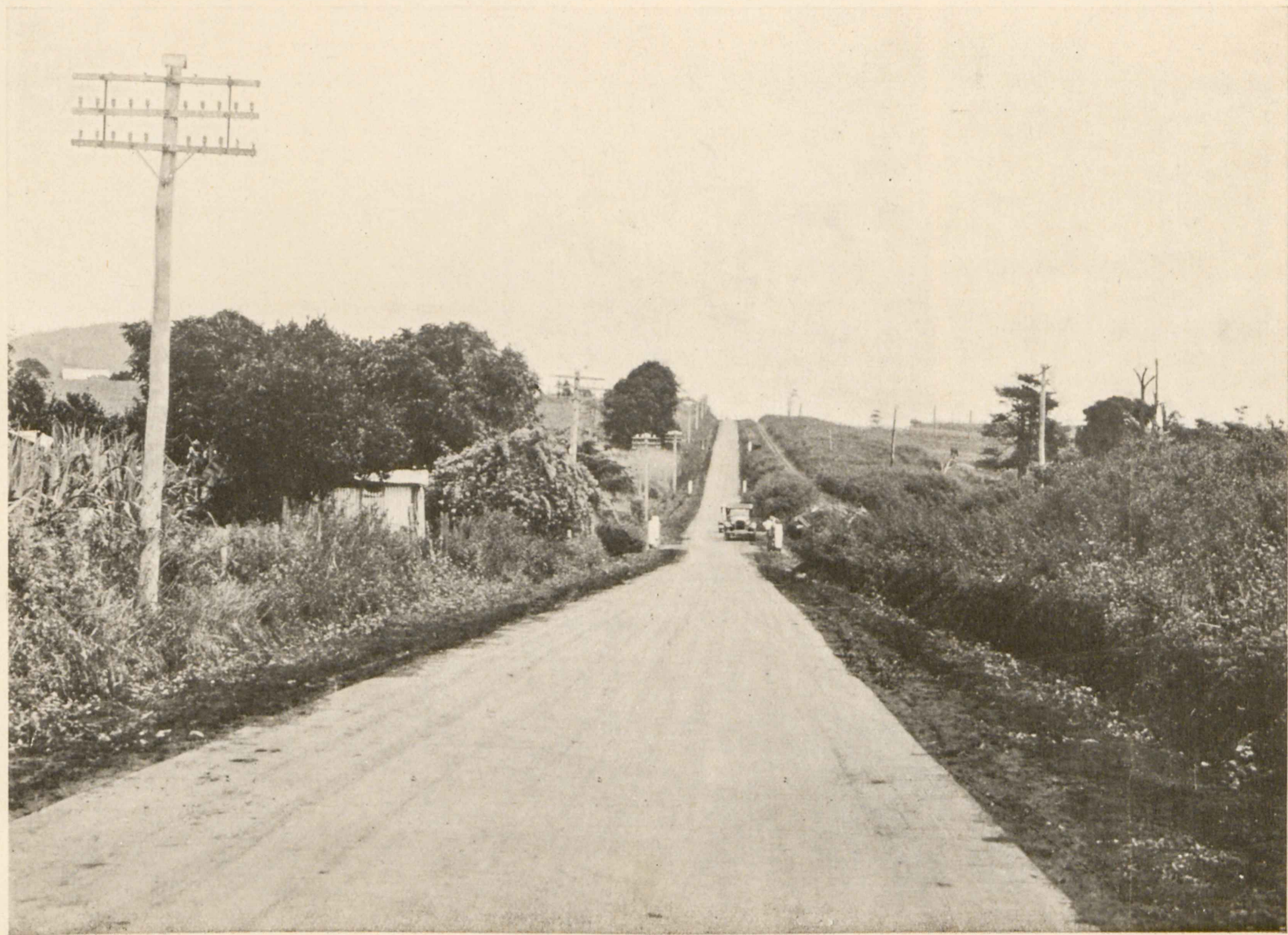
MT. LARCOM—BRACEWELL ROAD

This road is an important connection between the railway and a rich farming and dairying area in the Central District. It has been maintained at a small expense. The output of the district served has increased greatly as a result of this construction. Previously, traffic was much hampered by the boggy nature of the unmetalled road. The rich Bracewell area is so compact that the whole of it is served by the 12 miles of this road, nearly all of which has now been constructed.



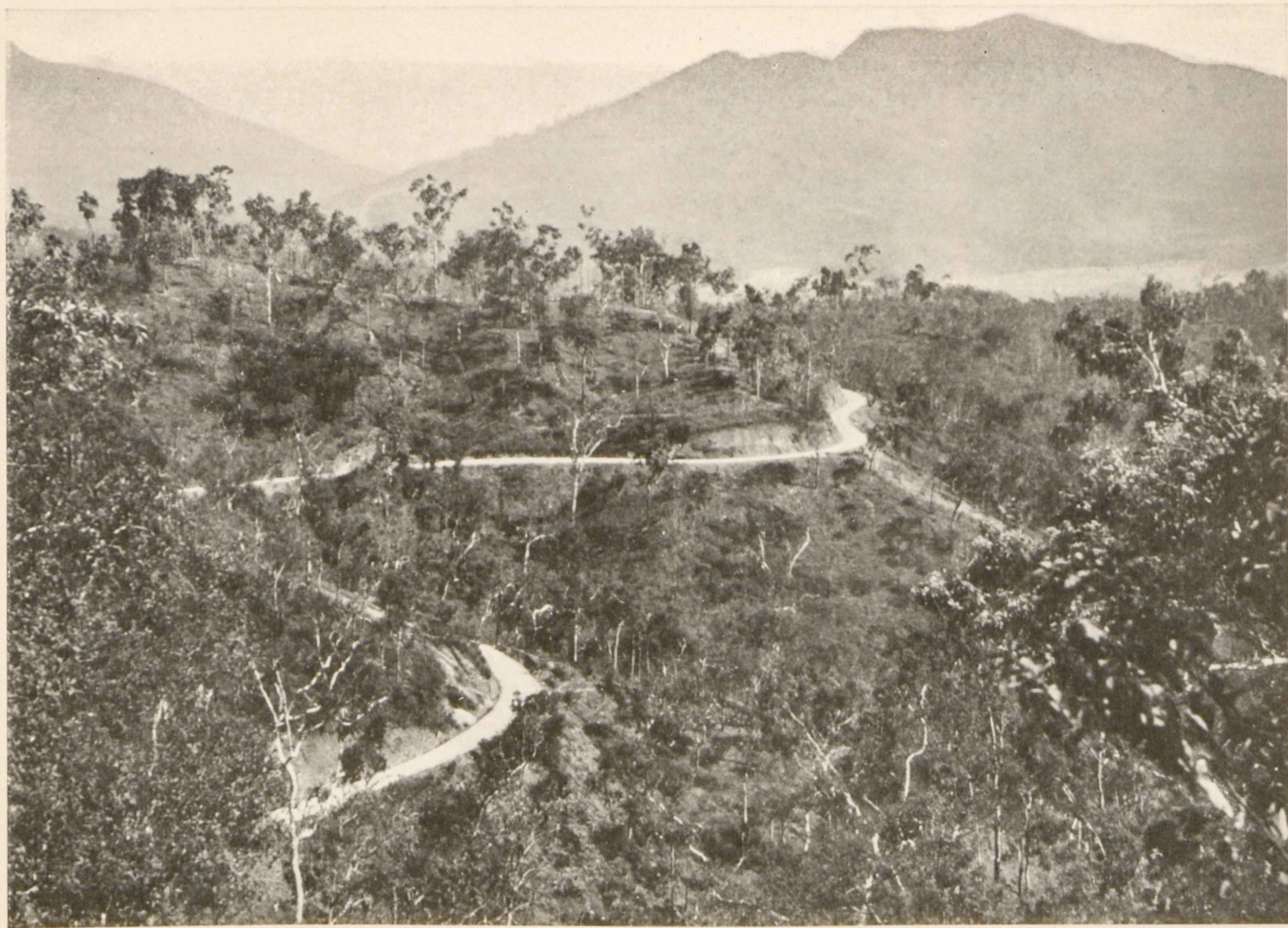
INNISFAIL—SILKWOOD ROAD

This road runs through extensive sugar-cane fields. Previous to its construction the road was impassable for several months every year. At Silkwood the recently-established dairy factory provides a new avenue for employment in primary production.



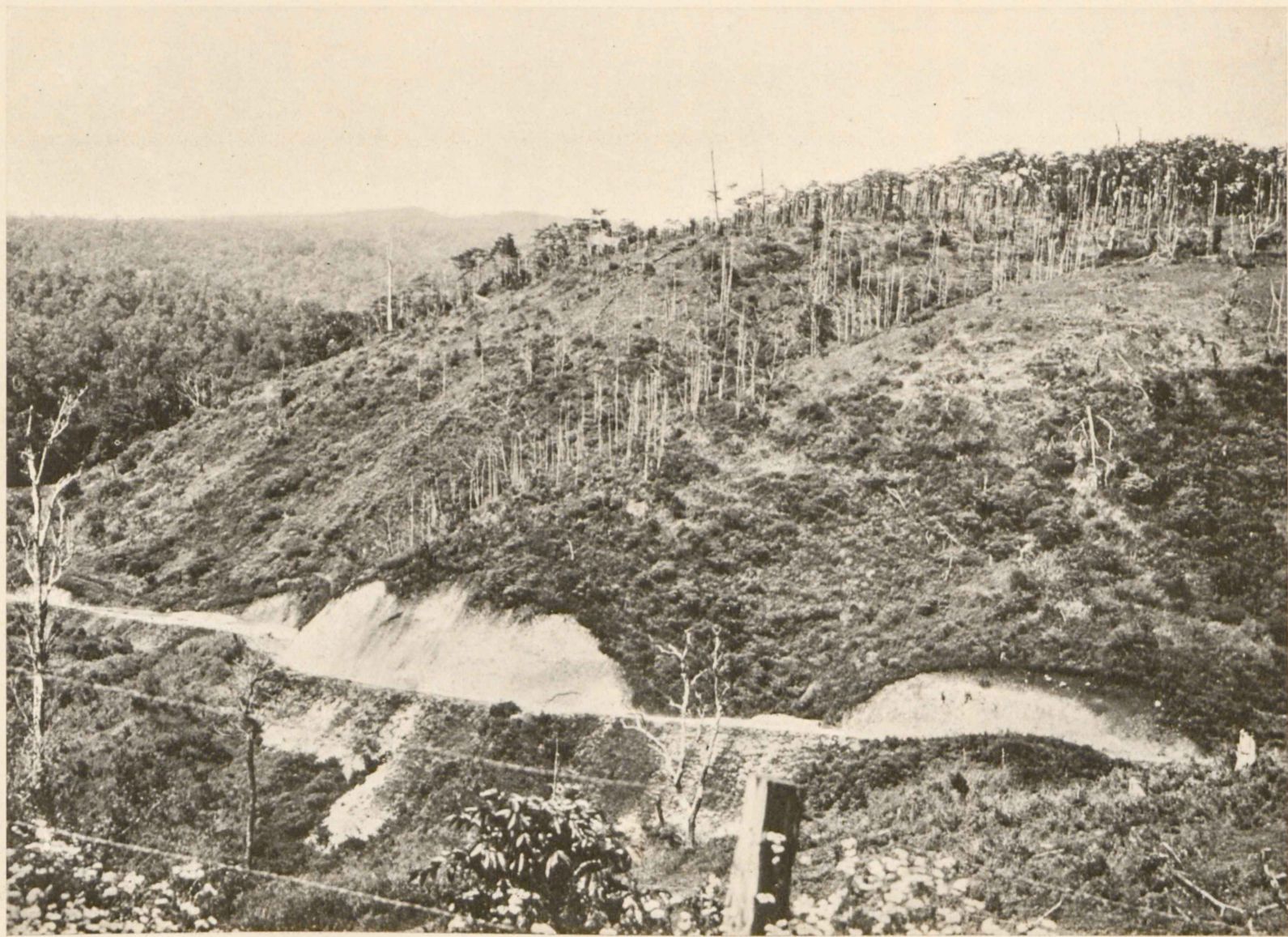
CAIRNS RANGE ROAD

View from Cairns Range Road, looking back towards Cairns, and showing the road on the lower portion of the ascent. The road carries thousands of tourists annually as part of a round railway and road route. It serves extensive cane areas between the lower slope and the Great Northern Railway and agricultural and dairying country on the Atherton Tableland end. The road passes alongside the well-known crater Lake Barrine.



MILLAA MILLAA—INNISFAIL ROAD

This is an extension of the road from Millaa Millaa into a large section of the Palmerston area between Innisfail and Millaa Millaa, which is about to be developed for dairying. The cabinet timber is first being logged from the area by the Provisional Forestry Board. The view is taken looking towards the Beatrice River.



FODDER CROPS

This view illustrates the prolific growth of cereals and grasses in the brigalow scrub country in the Miles district, since the eradication of the prickly-pear. These fodder crops were grown on uncultivated sections, the seed having been thrown on the mulched dead pear amongst the ring-barked timber.





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